1	2	3	4
3	6	462.00	Jamsola-Sambalpur-Luhurachati (Orissa-Chhattisgarh Border)
4	23	209.00	Birmitrapur (Orissa-Jharkhand Border)-Rourkela-Talcher-Banarpal
5	42	261.00	Sambalpur-Angul-Cuttack
6	43	152.00	Chandli (Orissa-Chhattisgarh Border) - Sunki (Orissa-I A.P.Border)
7	60	57.00	Balasore - Laxmannath (Orissa-West Bengal Border)
8	75E	18.00	Champua (Jharkhand-Orissa Border) - Remuli.
9	200	440.00	Kanaktora (Orissa-Chhattisgarh Border)-Jharsuguda-Talchar-Chandikhole
10	201	310.00	Boriguma - Bolangir-Bargarh
11	203	97.00	Bhubaneswar -Puri-Konark
12	203A	49.00	Puri-Satapada
13	215	348.00	Panikoili - Keonjhar-Rajamunda
14	217	438.00	Nauapada (Orissa-Chhattisgarh Border)-Berhampur-Gopalpur
15	224	298.00	Khurda- Nayagarh-Sonepur-Bolangir

Delay in NH projects due to PPPAC

2082.SHRI PRAKASH JAVADEKAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the National Highways Authority of India (NHAI) has sought change in the present system of referring every highway project to the Public Private Partnership Appraisal Committee (PPPAC) in the Finance Ministry;

(b) whether the delayed approval by the PPPAC attributed by the NHAI as the main reason for slow execution of crucial projects;

(c) whether the NHAI sought more powers for itself to clear the projects on its own; and

(d) if so, what action Government has taken, or plans to take on NHAI proposal?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) to (d) Government has constituted the Public-Private-Partnership Appraisal Committee (PPPAC) after the decision that the infrastructure projects will be undertaken on Public-

Private-Partnership basis. Earlier, the individual projects under NHDP were appraised and approved by the National Highways Authority of India (NHAI) Board in accordance with the guidelines laid down by the Public Investment Board (PIB) after the same were cleared by the PIB for predominantly public funded projects under National Highways Development Project (NHDP) Phase-I and II. The implementation of projects on PPP basis also necessitated new documentation such as Model RFQ, Model RFP and Model Concession Agreement (MCA). The changes in the process/procedures are amongst some of reasons for delay in execution. On the basis of review of progress of implementation of NHDP, various measures for expediting clearance of projects for execution which includes empowering the NHAI Board for appraisal/approval of individual projects have been suggested. It is the endeavour of the Government to address the relevant issues and suggestions after due consultation with all concerned.

Financing of Golden Quadrilateral Project

2083.SHRI SHANTARAM LAXMAN NAIK: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Golden Quadrilateral project is financed by the Government;

(b) if not, whether any phase or part of the phase was financed by the Government;

(c) which phase or phases were financed by the Government;

(d) whether tenders are now allotted a Built-Operate-Transfer (BoT) basis;

(e) which are the phases allotted or proposed to be allotted on (Built-Operate- Transfer (BoT) basis; and

(f) the details of toll charges levied or the projects directly financed by the Government and those tendered under BoT basis?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) to (c) Yes, Sir. National Highways Development Project (NHDP) Phase-I which includes the Golden Quadrilateral Project and Phase-II consisting mainly of North South-East West (NS-EW) Corridor projects were predominantly financed by the Government.

(d) to (e) Yes, Sir. Government has decided to undertake the balance projects of NHDP Phase-II and all NHDP projects under Phase-III and onwards, on Build, Operate and Transfer (BOT) basis.

(f) Toll charges are levied in accordance with the provisions of the National Highways Fee (Determination of Rates and Collection), Rules 2008 notified on 05 December, 2008. The said rules provide for uniform rates for the public funded as well as the private investment (BOT) projects. The details of user fee levied under NH Fee Rules, 2008 for various types of vehicles are given in the Statement.